

## Fortifications.

Interest for 12 months Fixed ..... 5 %  
Hongkong, 30th May, 1899. [8]

W. POWELL & Co.,  
Immediately Opposite Post Office,  
1ST FLOOR.  
Hongkong, 2nd June 1899.

**GROUPS AND VIEWS**  
a specialty.  
Hongkong, 22nd September 1898.

**CELEBRATED MYRA GLASSES**  
**MARINE GLASSES** and **SPY GLASSES**  
Nos. 54 & 55, Queen's Road Central.

Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.  
SIEMSEN & Co.  
Hong Kong, 28th May, 1895 [18







The Hongkong and Shanghai Bank shirked its duty in the case of the accused, witness confirming some of the questions, but denying others. He decided to stand by his story and to do as accused wanted him to do—receive the money, and then to pay for goods if they were signed by accused.

Further examinations were also made of bank clerk and also of Cassim Mohamed's assistant, which elicited very little in favour of the examiner.

His Lordship then addressed the jury and explained very fully the facts of the case, and said that after what he had said if they found accused guilty they must find him so on both charges, as they were of the same character.

The jury deliberated for a short time, and on the question, the foreman gave the finding of guilty on both charges.

Accused, on hearing the verdict, asked His Lordship to be as lenient as possible, for although the jury's finding was against him, his intention was not to defraud.

By what His Honour said to accused in reply to his request to be lenient as possible, it was evident His Lordship was fully agreed as to the just finding of the jury. He pointed out that accused's action was nothing more or less than an artful and dangerous commercial fraud, that the order he tried to pass was a false instrument, and further said: "I am not so sure if you were charged with forgery a jury would decide that it was such."

The Court then adjourned until 10 o'clock to-morrow.

### ARMED ROBBERY AT WONG KOK SHUI.

On the 9th of this month, at 2 a.m., an armed robbery was committed at No. 29, Wong Kok Shui, a small village between the Taikeo, Sugar Refinery, and Sau-ki-wan, clothing and money to the value of \$150 being stolen by the robbers, numbering ten, who used firearms. On information being given to the police, Lieut. Serjeant McSwade and P.C. Loycock were ordered to make a raid on an unnumbered hatched at Tung Lo Wan where it was known that had eluded their first headquarters. They did so at 9 p.m. on the 16th inst., capturing ten Chinamen and about 150 articles of clothing. Four of the prisoners have been identified as concerned in the robbery at Wong Kok Shui, some of the clothing being found in their possession, all of whom were charged at the Magistrate's Court this afternoon. After evidence was taken, Mr. Sercombe-Smith committed the four for trial at the Criminal Sessions.

### THE HONGKONG RIFLE ASSOCIATION.

LONG-RANGE CUP AND SPOONS.

Saturday, 17th June 1899.

	700	800	900	Total
Corpl. Hills, R. E.	45	45	90	
Mr. A. H. Skelton	48	42	90	
Mr. W. Toller	44	40	84	
Mr. A. Watson	42	42	84	
Seppie Clarke, R. E.	42	42	84	
C. J. M. Wallace, R. E.	43	39	82	
Corpl. Jenner, R. E.	39	31	70	
Ar. Sgt. Blair, A. O. D.	35	36	71	
Corpl. Hills, R. E., Winner of the Cup.				16 Entries.

### THE PLAGUE.

Cases reported to 17th inst.	797
Do. do. during past 24 hours	30
Total	827
Deaths reported to 17th inst.	742
Do. do. during past 24 hours	27
Total	769
Cases reported to 18th inst.	827
Do. do. during past 24 hours	23
Total	850
Deaths reported to 18th inst.	769
Do. do. during past 24 hours	21
Total	790

### AFFAIRS IN THE PHILIPPINES.

The following are taken from the Manila Times of 16th and 17th inst.

#### THIS CIVILIZED RACE.

The wounded Filipino lying in the trenches between San Pedro Macati and Paranaque, waiting for the American Red Cross men to come and treat them as humanely as they treat their own brothers, amused themselves by "playing possum" and sticking a knife or blade into unsuspecting Americans as they passed. Colonel Moses of the Colonados, already shot through the arm, got also a good stiff jab in the leg from a wounded Filipino's knife. We have no details as to the treatment subsequently accorded to that Filipino, but ourselves would have been very glad to him if we had had the chance.

It is also reported that some of the American soldiers who lay on the field prostrate by the heat were killed by Filipino.

This is humanity so boastfully claimed by Aguinaldo in his proclamations and by the anti-American section of Americans.

#### EIGHTY FILIPINOS ARRESTED.

COCKPIT AT PACO RAIDED.

Yesterday it was found that the Cockpit was full of natives watching cockfights contrary to regulations. The authorities sent a body of soldiers to close the place, and arrest as many as possible. About eighty Filipinos were arrested and several were shot in trying to escape. The scene resembled a battle field, and the noise and the large numbers of fleeing natives with Americans pursuing and shooting, recalled to mind the fight in Paco early in February.

#### GALLANT OLD COL. SMITH.

OVERCOME BY THE INTENSE HEAT ON THE BATTLEFIELD.

Colonel A. T. Smith of the 13th Infantry, returned to Manila by steam launch on Saturday night. Advancing against a numerous body of the enemy in the steamship heat of the rice-fields on Saturday morning the plucky old Colonel, "Dead Game," the boys call him, despite his 61 years, kept at the head of the column and bullets began to sing about him with unpleasant familiarity. The Colonel, dismounted, giving orders to his men, and likewise, not wishing to surrender, lived uselessly. Pluckily the Colonel kept up with the regiment, but his heavy weight and age compelled him to "desist." Sending for his horse, he found that the orderly had misunderstood his orders and taken it to the rear of the 3rd Battalion. At 7 a.m. on Sunday, the intense heat, which had already forced him to leave the field, visited the 13th Infantry camp on the 19th, 5 to 6 p.m.

### THE SKIRMISH BETWEEN SAN PEDRO MACATI AND PARANAQUE.

It was a pretty sight, as witnessed by a clergyman of the Nebraska from the top of a large tree at San Pedro Macati, at 4.30 a.m. on Saturday, when the regiments marched out in a long winding column, then deployed as brilliantly as though on parade instead of the battleground. Then dividing into two columns, one in command of General Lawton and the other under General Hall, the regiments, composed of the 12th, 13th, 21st and 22nd Infantry, 1st Colorado Volunteers, and 4th Cavalry advanced in a semi-circle and attacked the natives in their trenches. The fight was brief though lively while it lasted. The boys proved their mettle, even recruits who had never been under fire maintained the fighting reputation of their regiments and earned the praise of their officers. Soon the entire filibustering outfit, with shirt-tails flying in the air as signals of distress, were disappearing in the distance. Since then the natives have been conspicuous by their absence. Many casualties occurred caused by the suffocating heat. The boys had no water and dropped from fatigue, while hundreds had to be sent to the rear. However, the entire action, though brief, deserves praise.

#### FROM THE OTHER SIDE.

MISLEADING INFORMATION.

The troops of General Concepcion occupied the districts of Camran, Colores, San Augustin and the outskirts of San Isidro.

In Friday's engagement the loss on the American side was 7 waggon (sic) of killed and wounded.

The troops of General Macabulos are holding the district of Bulao.

#### NEWS FROM THE SOUTH.

As we stated a few days ago, the local government in Negros has framed a political constitution for the island and has now submitted it for the approval of the United States Government. In his message to President McKinley, Senor Aniceto Lacson says that the inhabitants have gladly accepted the sovereignty of the United States, and that in consequence the glorious Stars and Stripes were hoisted on the island on the 18th of March last. He regrets that in other parts of the archipelago, in Luzon and Panay, war is being waged without reason and without justification on the part of those who resist the authority of the United States.

Senor Lacson says that Negros produces more than half of the amount of sugar exported from the Philippines; its inhabitants are devoted to agricultural pursuits, and are consequently peaceful. They have accepted the sovereignty of the United States under the conviction that their moral and material progress would thereby be assured; that the Government would foster the education of the people, and means would be employed to develop the natural resources of the country.

As soon as the news of Captain Tilly's death reached Manila, General Smith and Colonel Duboce with seventy-five men started in pursuit of the murderers. They succeeded in killing a few of them and captured two Mausers, six hundred cartridges and two horses. On the approach of the American troops the natives fled to the hills. The local government in Negros has addressed General Otis officially, expressing its regret at the occurrence, and maintaining that the affair is of no political importance. It protests indignantly against that savage and cowardly act by which Captain Tilly's life was sacrificed, and expresses gratitude to the Government of the United States for having restored order at Langay and Bais.

#### THE NEBRASKANS HOMEWARD.

The Nebraska boys are making final preparations for their departure. Their goods will be ready to place on board the transport *Hancock* about the middle of next week. All are joyous at the prospect of soon being with their dear ones at home. Companies C and H returned to their barracks in Ermita last Saturday from San Pedro Macati. The other companies will soon be relieved, although ultimate orders have not been issued as yet. Major Mulford expects to have the entire regiment aboard by next Saturday.

### SHIPPING REPORTS.

Capt. Frigast, of the Chinese steamer *Meefoo*, from Shanghai, reports dull and cloudy weather, variable winds from N. to S. E. to Chapel Island S. and S. W. winds to port.

Captain R. P. Cochran, of the British sloop *Phaenix*, from Shanghai, reports—Light monsoon and fine weather.

Captain Williamson, of the steamer *Chow Pa*, from Bangkok, reports—Gentle to moderate southerly winds and fine weather throughout.

Captain Jones, of the steamer *Paotling*, from Vuhu and Chinkiang, reports—Fresh S.W. monsoon and fine weather.

### NOTANDA.

#### CALENDAR.

Meteorological means based on ten years' observations to 1893.

Barometer	29.87
Thermometer	76.2
Humidity	84.0
Rainfall	15.0

#### TO-DAY.

On	On	On
Barometer	Thermometer	Humidity
29.94	83	85
29.94	83	85
29.94	83	85

#### TO-DAY.

Monday, 19th June, 1899.

Chinese—1st of 5th moon of 25th year of Kiang-hsi.

Sun—Rises

Sets

High water—Morning

Afternoon

Low water—Morning

Afternoon

#### ANNIVERSARIES.

1834—C. H. Spurgeon born.

1842—Shanghai occupied by British forces.

1858—Gwalior captured by Sir Hugh Rose.

1864—The Confederate cruiser *Alabama* sunk by the Federal cruiser *Kearsarge*.

1897—Thirty-three prisoners released from Victoria Gaol in honor of the Diamond Jubilee.

#### TO-MORROW.

Tuesday, 20th June, 1899.

Chinese—1st of 5th moon of 25th year of Kiang-hsi.

Sun—Rises

Sets

High water—Morning

Afternoon

Low water—Morning

Afternoon

### ANNIVERSARIES.

1817—Accession of Queen Victoria.

1867—Russia—America purchased by the United States.

1891—Attack on mission premises at Haimen, city.

1896—Madagascar declared a French Colony.

1897—Record Reign Thanksgiving Day.

1898—Russia stopped Chinese warships from entering Port Arthur.

### AGENDA.

TO-MORROW.

10 a.m.—Criminal Sessions.

THURSDAY, 22nd.

Un Loong murder case at Police Court.

FRIDAY, 23rd.

English mail due.

10 a.m.—Mutual Stores' case at the Supreme Court.

SATURDAY, 24th.

Noon.—Mail leaves for Europe.

### SHIPPING AND MAIL NEWS.

MAILS DUE.

German (*Sachsen*) to-morrow.

Canadian (*Empress of India*) to-morrow.

Tacoma (*Columbia*) 22nd inst.

English (*Ballaarat*) 23rd inst.

American (*Gauche*) 24th inst.

Tacoma (*Victoria*) 25th inst.

German (*Bayern*) 27th inst.

American (*China*) 7th prox.

The Imperial German mail steamer *Sachsen* left Foochow this morning at 5 and may be expected here to-morrow afternoon.

The N. G. 1 steamer *Raffaele Rubattino* left Bombay for this port on the 17th instant and is due here on or about the 6th July.

The P. & O. S. N. Co.'s steamer *Ballaarat* left Singapore for this port on the 18th inst. at 1 p.m. with the Outward English mails, and is due here on the 23rd inst. at about 1 p.m.

The Imperial German mail steamer *Bayern* carrying the German mails with dates from Berlin of the 29th May has left Colombo on the 16th inst. at noon and may be expected here on or about Tuesday the 27th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

*Isle de Cuba*..... at Kowloon Dock.

*Isle de Luzon*..... " " "

*Hoiho*..... " " "

*Marie Jensen*..... " " "

*U.S.S. Concord*..... " " "

*D. Juan d'Australia*..... " " "

*Huif*..... " " "

### PASSED THE CANAL.

Outward—18th May—*Darmstadt*, *Nectar*.

19th May—*Hervorlich*, *Diamond*, *Saxonia*, 23rd.

May—*Calcedonia*, *Braemar*, *Witmar*, 26th.

May—*Dardanus*, *Merionethshire*, *Ellen Rickman*.

30th May—*Indrauna* 6th June.

*Bayern*, *Manila*, *Silesia*, *Oliver Branch*.

Homeward—13th June—*Saxodon*.

### Shipping.

#### Arrivals.

MEFOO, Chinese steamer, 1,339, Frigate, 18th June—Shanghai 14th June, General.

C. M. S. K. Co.

LYEEMOON, German steamer, 1,238, G. Heuer, 18th June—Canton 18th June, General.

General—Steuerssen & Co.

NINGPO, British steamer, 1,240, Phillips, 18th June—Canton 18th June, General.

Butterfield & Swire.

HUNAN, British steamer, 1,200, Frazer, 18th June—Canton 18th June, General.

Butterfield & Swire.

PHOENIX, British sloop, 1,050, R. P. Cochran, 18th June—Shanghai 14th June.

SHANSI, British steamer, 1,240, Carnaghan, 18th June—Swatow 17th June, General.

Butterfield & Swire.

YAWA, Japanese steamer, 2,367, A. E. Jones, 18th June—Sydney 31st May, General.

General—Nippon Yusen Kaisha.

CHOWFA, British steamer, 1,055, J. Williamson, 19th June—Bangkok 12th June, Rice and Wood—Yuen Fat Hong.

HATING, French steamer, 705, M. Janssen, 19th June—Haiphong and Hoihow 18th June, General—A. R. Marly.

CEYLON, British steamer, 2,637, C. C. Daniel, 19th June—Yokohama via Ports 10th June, General—P. & O. S. N. Co.

PAOTING, British steamer, 1,088, Jones, 19th June—Wuhu and Chinkiang 14th June, General—Butterfield & Swire.

UNITY, Norwegian steamer, 929, F. Hansen, 19th June—Amoy 17th June, General—Lauts, Wegener & Co.

HOHENZOLLERN, German steamer, 2,039, E. Woltersdorff, 19th June—Yokohama 9th June, Kobe 13th, and Nagasaki 15th, General—Melchers & Co.

KAHOIDE MARU, Japanese steamer, 2,143, I. Narasaki, 19th June—Kutchinotzu 14th June, Coal—Mitsui Bussan Kaisha.

KONIGSBERG, German steamer, 4,288, E. Christensen, 19th June—Shanghai 16th June, General—Carlowitz & Co.

#### Clearances at the Harbour Office.

Triton, German str., for Saigon.

Breid, Norwegian str., for Saigon.

Kwai Lun, British steam-launch, for Macao.

Altheman, British str., for Moji.

Taichiro, British str., for Bangkok.

Hong Leong, British str., for Amoy.

Thyra, Norwegian str., for Moji.

Paotling, British str., for Canton.

Kunang, British str., for Singapore.

Kobach, German str., for Saigon.

Diamond, British str., for Saigon.

Shansi, British str., for Canton.

Indrauna, Japanese destroyer, for Nagasaki.

Kongnam, British str., for Canton.

Clara, German str., for Hoihow.

Meefoo, Chinese str., for Canton.

Marie Jensen, German str., for Saigon.

Ingraban, German str., for Foochow.

#### Departures.

June 18—*Hamburg*, German str., for Singapore.

June 18—*Alta*, French str., for Hoihow.

June 18—*Hong Leong*, British str., for Amoy.

June 18—*Winglo*, British str., for Saigon.

June 19—*Altheman*, British str., for Moji.

June 19—*Indrauna*, Japanese str., for Nagasaki.

June 19—*Shansi*, British str., for Canton.

June 19—*Kunang*, British str., for Singapore.

June 20—*Saxonia*, German str., for Saigon.

#### Passengers—Arrivals.

Per *Meefoo* from Shanghai—10.

Per *Ceylon* from Saigon—10.

Per *Indrauna* from Nagasaki—10.

### Intimations.

Per *Clow's* from Bangkok—Messrs. Slade and Dennis, and 1st Chinese.

Per *Saxonia* from Swatow—Dr. Cantile, and Mr. Williams, and 27 Chinese.

Per *Yawata Maru* from Australian Ports for Hongkong—Messrs. J. C. Hendry, A. W. Hosking, Misses F. Waldron, A. Barclay, Mr. and Mrs. Allan, Mr. Belmont, 4 Europeans, and 19 Chinese in steerage.

Per *Yokohama*—Messrs. F. W. Johnston, W. Robinson, W. Douglas, H. W. Nettle, Messrs. V. de C. Andrade, A. Nyngdon, L. W. Spencer, Geo. Will, C. Britton, C. Winter, Ar. C. Millan, and 7 Japanese.

Per *Hohenzollern* from Japan—Professor Dr. Florenz, Mrs. Clarke, Mrs. Murew, Mrs. J. Taylor, Mr. and Mrs. C. Kullerath, and children, and 2 Chinese.

Departed.

Per *Olympia* for Shanghai—Mr. A. J. MacKenzie, and Capt. Hinsen. For San Francisco—Mr. J. O. McIntosh.

Per *Al*



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU	NAGASAKI, KOBE and YOKO-	THURSDAY, 22nd June, at
A. E. Moses	HAMA	4 P.M.
Tosa MARU	YOKOHAMA (DIRECT)	FRIDAY, 23rd June, at
P. Goings		4 P.M.
HAKATA MARU	MARSEILLES, LONDON & ANT-	THURSDAY, 29th June, at
F. E. Sommer	WERP via SINGAPORE, PENANG,	4 P.M.
RIOJUN MARU	SEATTLE (WASH. U.S.A.) via	THURSDAY, 29th June, at
J. W. Ekstrand	Kobe, YOKOHAMA & VICTORIA, B.C.	4 P.M.
FUTAMI MARU	THURSDAY ISLAND, TOWNS,	FRIDAY, 30th June, at
C. Hillcoat	VILLE, BRISBANE, SYDNEY	4 P.M.
	and MELBOURNE	
HAKUAI MARU	VLADIVOSTOCK, via SWATOW,	THURSDAY, 6th July, at
M. Nishimura	AMOI, SHANGHAI, CHEFOO, CHE-	Noon.
YAMAGUCHI MARU	MULPO and NAGASAKI	THURSDAY, 6th July, at
R. Nunome	KOBE and YOKOHAMA	4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 19th June, 1899.

## STANDARD OIL COMPANY OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of

CYLINDER, ENGINE, &amp; SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Train Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX,

Crude, Semi-refined and Refined.

ORDERS SOLICITED AND LOWEST PRICES QUOTED.

## MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ &amp; CO.

SOLE AGENTS.

Hongkong, 9th December, 1898.

[1399]

## TEETHING BABIES

need lime for the teeth: All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

## Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agent for Hongkong and the Empire of China:—WATKINS &amp; Co., Hongkong.

WORTH A GUINEA A BOX.

## BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS. SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS PER BOX.

Prepared only by the Proprietor:—THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for Hongkong and the EMPIRE OF CHINA:—WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

THE LEADING CATERERS. COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others. THE CRILL ROOM. Hongkong, 1st September, 1897.

## To be Let.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates. c/o of this Office. Hongkong, 17th May, 1899. [664a]

## TO LET.

SEMI-DETACHED VILLA RESIDENCE on Bowen Road (now in course of erection). PROPERTY lately occupied by the Bowington Saw Mills. GROUND FLOOR, 52, PRAYA STREET. OFFICES—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 18th May, 1899. [12]

## TO LET.

ONE LARGE ROOM THIRD FLOOR, QUEEN'S BUILDING, S. W. CORNER. Apply on PREMISES. Hongkong, 31st May, 1899. [135a]

## TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road Central (lately the IMPERIAL BANK OF CHINA). Apply to COMPANION OF CHONGHAPPEL. Hongkong, 23rd March, 1899. [139a]

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.  
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 19th July, 1899.  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York, and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 8th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 3rd Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 29th Aug., at Noon.

## THE Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 8th July, at Noon, taking Freight and Passengers—for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th June, 1899. [1310]

## Hotel.

## WINDSOR HOTEL, HONGKONG.

## STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

## MONTHLY RATES GIVEN NOW.

Proprietor & Manager. Hongkong, 28th April, 1899. [12]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

## THE Steamship

"NUBIA" Captain G. C. Henning, R.N.R., carrying Her Majesty's Mails, will be despatched from this for MARSEILLES and LONDON (DIRECT), on SATURDAY, the 24th instant, at Noon, taking Passengers and Cargo for the above Ports.

## NO TRANSHIPMENT.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 13th June, 1899. [13]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA. IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria... [3,502] J. Pantou... [July 4]  
Tacoma... [1,811] A. Dixon... [July 29]  
Glenage... [3,750] J. McGilvray... [Aug. 8]

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia... [2,976] N. Moncur... [July 8]  
Nonnouthshire... [2,874] W.A. Evans... [July 22]  
Lennox... [3,677] Williamson... [Aug. 19]  
Columbia... [2,976] N. Moncur... [Sept. 23]

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.  
Excellent accommodation. First-class Tables. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK, route.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.  
Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 14th June, 1899. [14]

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS. Sole Agent in the East for the amalgamated CLIMAX, HENDERSON, GLADIATOR CO., LD. DUNLOP TYRES BICYCLES. PRICE, \$100. Assemblage of Watch made of this Climate Quality. A. C. Levy, \$12.

Apply to QUEEN'S ROAD CENTRAL. Opposite the Telegraph Office.

Hongkong, 28th April, 1899. [12]

## Mails.

## NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS)

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA	HAVRE and HAMBURG.	3th July.
Burneister	(LONDON with transshipment in HAMBURG)	Freight.
*SARNIA	HAVRE and HAMBURG.	About 9th.
Lüneschloss	(LONDON with transshipment in HAMBURG)	July.
D. RICKMERS	NEW YORK via SUEZ CANAL.	About 10th.
Bahle		July.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ &amp; Co., Agents.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd June, at Noon.  
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 18th July, at Noon.  
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 12th Aug., at Noon.

## THE U. S. Mail Steamship

## "CITY OF PEKING,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 22nd June, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information, as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 27th May, 1899. [11]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan PORTS and HONOLULU. The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c. Belgian King... [3,379] about July 1  
Carmathenshire... [2,929] about Aug. 1  
Christie City... [3,602] about Aug. 26

## THE Steamship

## "BELGIAN KING,"

will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 1st July.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information, as to Freight and Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th June, 1899. [1330]

## HAMBURG-AMERIKA LINE.

(East Atlantic Service.)



(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS)

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA	HAVRE and HAMBURG.	3th July.
Burneister	(LONDON with transshipment in HAMBURG)	Freight.
*SARNIA	HAVRE and HAMBURG.	About 9th.
Lüneschloss	(LONDON with transshipment in HAMBURG)	July.
D. RICKMERS	NEW YORK via SUEZ CANAL.	About 10th.
Bahle		July.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ &amp; Co., Agents.

## NORDEUTSCHER LLOYD.

## STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

## THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

V. D. CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

Sachsen	Wednesday 21st June.
Bayern	Wednesday 19th July.
Prinz Heinrich	Wednesday 16th Aug.
Preussen	Wednesday 13th Sept.
Sachsen	Wednesday 11th Oct.
Bayern	Wednesday 8th Nov.

## ON WEDNESDAY, the 21st day of June, 1899, at 9 A.M., the Company's Steamship "SACHSEN" Captain F. Mentz, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 19th June. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 20th June, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 20th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 25th May, 1899. [705a]

## OCCIDENTAL AND ORIENTAL STEAMSHIP



## BY THE ENGLISH MAIL.

## United States Finance.

New York.  
According to a telegram published in the *World* from Hot Springs, Virginia, Mr. Gage, Secretary of the Treasury in an interview, declared the report of an impending bond issue to be unfounded. He added, "I can see no immediate necessity for the issue of Government securities. As anticipated there will be a deficit of more than a hundred millions at the close of the fiscal year. Next year I expect a material decrease in the deficit. According to the present outlook the shortage will then be about thirty millions. War expenses account for this year's deficit." Mr. Gage, in conclusion, said he did not anticipate any necessity for floating the remaining two hundred million bonds authorized by the War Revenue Bill.

## A Letter from Major Marchand.

A telegram from Jibuti, received in Paris states that on his arrival there Mr. Georges Thibaud sent a cable-order forward to meet Major Marchand, and inform the explorer that he was proceeding to meet him with a gold medal which had been subscribed for by the Patriotic Associations of Paris. Major Marchand sent to M. Thibaud a letter in reply in which he wrote:—"I wish you to take back the assurance of the most sincere sentiments of recognition and gratitude with which the Chief and the officers of the French mission received this precious testimony of the esteem of their countrymen. In paying a tribute to the brave companions who followed, and who all come back with me, you made use of language which went right to my heart, and filled me with an almost too great feeling of pride in having been their commander. We remain firmly convinced of having done nothing but just our duty as soldiers, and we have endeavoured to do that duty silently."

## On the Site of the Old Bailey.

The Corporation aims at erecting on the site of the Old Bailey a building which shall embody credit not only to the City but to the nation; and to this end, says the *Daily News*, the president of the Royal Society of British Architects has been requested to select six architects of special experience to prepare plans. The designs of these experts are to be ready for inspection in October, and each will receive a fee of two hundred guineas for his services, the whole of the cost, both of plans and of rebuilding, being borne by the City. During the time that the Old Bailey is closed the sittings of the Central Criminal Court will be held at the Clerkenwell Sessions House.

## London's Fish and Food Supply.

During the month of April there were received at the Smithfield Meat Market 33,027 tons of meat, including 4,705 tons of foreign meat, 7,287 tons of American meat, and 6,035 tons of Australian and New Zealand mutton. At the Metropolitan Cattle Market there were received 29 head of cattle and 56,573 sheep, and at the foreign cattle market 3,341 head of cattle and 52,096 sheep. In the same month the fish delivered at the Billingsgate market weighed 14,336 tons, and at the Shadwell market 1,951 tons. About thirty-one tons of the fish were seized and condemned as unfit for food.

## The Manacle Rocks.

Since the wreck of the liner *Mohagan* on the Manacle Rocks frequent representations have been made to the Trinity Brethren as to the advisability of placing a light there, but the Commissioners have contended that any additional light would interfere with the navigation of the Channel. At a meeting of the Falmouth Harbour Board, Mr. F. Webber informed the members that, after consulting the evidence prepared by the Cornwall County Council and the committee appointed to deal with the subject, he visited the Trinity Brethren and had a personal interview. After hearing the argument in favour of a light, the Trinity House authorities have decided to erect during the ensuing summer a gas lighted automatic sound-producing buoy at the spot. The present bell buoy is practically useless, and the new light will not interfere with others in the Channel.

## Nine Month's Hard Labour.

Public opinion is satisfied with the sentence of nine months' hard labour passed upon the ex-chapman of the Millwall Dock Company. In the interests of commercial honesty such conduct as that of a man who systematically published false balance-sheets of a public company could not be passed over by the law, and in an ordinary case it would have entailed a sentence of penal servitude. Mr. Birt is, however, an old man; he has lost everything that makes the evening of life sweet to one who has held the sort of position he held, and who has acquired the esteem of a wide circle of honourable men. In such circumstances justice could lean to mercy without giving the example of a dangerous leniency. Mr. Justice Ridley is generally felt that Mr. Justice Ridley is in a particularly good view of his duty in an exceptionally painful case.

## Dock Director.

MR. BIRT AT THE CENTRAL CRIMINAL COURT.  
VERDICT OF "GUILTY OF PUBLISHING FALSE STATEMENTS WITH INTENT TO DECEIVE" SENTENCE OF NINE MONTHS.

The hearing of the case against Mr. George Raymond Birt for falsifying and unduly inflating the accounts of the Millwall Dock Company was resumed at the Central Criminal Court on Saturday.

Before making his speech for the defence, Sir Edward Clarke called about a dozen witnesses to testify to the character of the prisoner.

Several gentlemen spoke in high praise of the character of Mr. Birt, who is now in London, and Sir Henry Lambert, late general manager of G.W.R.

Mr. Carson, Q.C., replying, said the evidence of the witnesses only added to the sadness of the case and the seriousness of the charges brought against the accused.

Sir E. Clarke said the prosecution did not allege personal dishonesty or personal fraud, but they said that certain things having been done, the jury must infer fraud. This was the question, which the jury had to decide, and he should ask them to say that, because the accused had not intended to defraud, when he committed the deceptions he did, he was not guilty.

## JUDGE AND JURY.

Mr. Justice Ridley said he would tell the jury that if they believed the prisoner made the false statements knowing that they were false and with intent that they should be acted upon by those to whom he furnished them, or by those to whom they might reach, he ought to be found guilty.

Sir E. Clarke, continuing, said the accused had admitted that he was wrong in making the statements he did, and in not telling the directors. Mr. Birt had never had the smallest intention of committing a criminal offence.

The judge, in summing up, said the question was whether or not there was an intent to defraud. The statements made by the prisoner were false. The next question was whether he knew them to be false. Was it an honest intent to try to represent that the Dock Company was doing a better business than they actually were? He listened with astonishment to such an avowal by the prisoner.

## VERDICT OF GUILTY.

In answer to the usual question, the foreman of the jury said, "Guilty that he published false statements of accounts with intent to deceive shareholders and directors."

Sir E. Clarke rejoined that the count on which Mr. Birt was convicted was a minor one. He had done what he did with no intention to defraud.

The Judge said: George Raymond Birt, you have been convicted by the jury of having published false statements of accounts with intent to deceive. I feel that in the interest of public morality and of commercial honesty it is necessary to take severe notice of such an offence. Having regard to your age and all the other circumstances of the case I think, I shall be giving you sufficient sentence with nine calendar months' hard labour.

The prisoner bowed, and then left the court.

## The "Pall Mall Gazette"

## Asks A Question.

Who tells the Peking correspondents these things? According to the *Times* man, M. Podzner (Podzner), the manager of the Russian-Chinese Bank, has told Hu-Yufen, the former Director of Railways, that the Russian demand for a terminus at the capital was a direct result to the Northern Extension loan contract. Reuters correspondent, with a pretty touch, improves the anecdote into a conversation between M. de Giers, the Russian Minister, and the Tsung-li-Yamen. The *Times* correspondent describes the interview as "unofficial," and Reuters as "open." The general upshot seems that somebody has been bullying somebody, and the presumption must also be that a Russian has been saying "Would you?" to a Chinaman "I didn't mean it." The absence of Sir Claude MacDonald, when this sort of arm-twisting diplomacy is going on, does not tend to make the British residents any the happier, and therefore there is "a general concurrence in diplomatic circles that the agreement is destined to hoodwink the British electorate." But it is a poor sort of deception that does not pretend to be more than a makeshift.

## British Subjects Attacked At Guadeloupe.

## PARIS, Sunday.

Several disturbances have occurred between Great British subjects established in the island and the natives, and a particularly savage scene is said to have occurred on April 17, in consequence of the attempted arrest of a native by the watchman of a plantation. The negro had several pieces of sugar-cane in his hand, and the guardian accused him of having cut them in the plantation. The resistance of the prisoner and his calls for assistance resulted in an assembly of some 600 blacks, who flocked to the sound of conches, and assailed the watchman and two other British subjects belonging to the plantation. The latter's house was sacked, and the three men, who were driven to take refuge on the roof, were stoned by the stones being brought to the negroes by the native women. All three of the victims of this outrage received severe wounds, and eventually fell to the ground, where they were left for dead. The bodies were turned over by the savages to make sure of their work, and they then withdrew shouting "Bravo! bravo! we have killed the Englishmen!" On the following day the pillars of the house were completed, the entire plantation destroyed. The *Courier de la Guadeloupe* says that the British Consul immediately advised his Government, and asked for protection for the British in Guadeloupe. The situation in the island appears to be becoming worse.

## A Curious Coincidence.

[FROM A JOHANNESBURG CORRESPONDENT.]  
A *Pall Mall Gazette* correspondent who is intimate with the Johannesburg branch of the South African League writes to-day discrediting the idea that an irregular corps of any kind was being raised for revolutionary or any other purposes by the League. It is a fact well known on the Rand that it is impossible to enrol six men in any association without being unconsciously having at least one secret service spy among them. The leaders themselves know that a certain proportion of the members of the League are in the pay of the Government. Another unlikely story is that the papers seized were of a treasonable character. As a matter of course, all the papers belonging to the arrested men would be taken possession of, and even the least sensible of the extreme party of the Outlanders would not be foolish enough to keep incriminating documents in his house, having regard to the fact that he must inevitably be a marked man, and that his place might be raided at any moment night or day. Besides, the documents, if any, would be kept in cipher.

The Boers are ready at all times to believe any story told them of impending revolution. They are firmly convinced that Great Britain has an army ready, fully equipped, within their borders, and that the Government is waiting for an opportunity to strike. In fact, every man who has a decent carriage while walking, or who sports a pair of coloured tie to the Boer a British spy in disguise, and as such is closely watched; and in March of last year a British visitor narrowly escaped severe consequences because the Boers' suspicions of him were, they thought, confirmed by the facts that he visited Mr. Greene at Sunnyside, and took snapshots of Transvaal scenery with a kodak. The names given in the telegrams from Pretoria are not those of prominent men. In fact, to the present the only one of them that can be any certainty about is Tremlett, who is known as "Captain" Tremlett, who gives his regiment, vaguely as "the Cavalry." It is believed that he once held non-commissioned rank in the Cape Town Highlanders (Volunteers).

It is a strange thing that this "dastardly plot" was discovered at the very time when Mr. Kruger was arranging for the reduction of the secret service, of which we give particulars below.

## Mr. Kruger's Secret Service.

## BARNARDS AS SECRET AGENTS.

The most important recent news from Pretoria, which reaches us through a private source, and which is of exceptional interest at the present moment is to the effect that Mr. Kruger has determined virtually to abolish the expensive political secret service, which has cost the State so much money. The sums paid to their agents by the Transvaal Government were enormous, and it is computed that at least one-fifth of the entire white population, male and female, were on the list. The number of Johannesburg came in for a particularly large share, each month. This body of so-called agents has been responsible for much of the unrest in the Transvaal during the past few years. To prove their vigilance they constantly sent reports to

the chief Commissioner of Police at Pretoria, and much of the time of the Executive Council was taken up each morning with the consideration of the documents. More than ninety per cent. of the news so forwarded was "faked," and the remainder for the most part consisted of the suspicious sayings of men at the public bars when they had indulged too freely. One of the features of Johannesburg life since 1886 has been the fear that prevented Outlanders from discussing political topics even with those whom they regarded as close acquaintances. The reason for this was a known fact that the espionage system was so extensive, and the prices given for "reliable" news so great, that few men in Johannesburg could be trusted.

All along Mr. Kruger has put a childish faith in the reports sent in to the Government, but at last he has arrived at the conclusion that his cars are nothing more than blood suckers, who live at the expense of the State and draw pay for furnishing false news. He has taken the first step of not receiving the clique of evil-disposed advisers who, evening after evening, met him on his stony at Pretoria and discussed the political situation with him, leading to no opportunity of "proving" that Great Britain's design was to seize the Transvaal at any cost. These steps more than anything else go to prove that Mr. Kruger desires friendly relations with England, and is prepared to trust her.

The average Englishman, writes a *Pall Mall* correspondent who met the President several times in Pretoria, has a totally wrong idea of the head of the State. Kruger has a good idea of natural shrewdness, and a sturdy individuality that compels admiration. Yet he is simple as a child in many ways. He never reads seldom leaves Pretoria, and anything he knows of the world he hears from his friends. The newspapers are read to him each evening by his secretary, and it is easy to conceive how only one side of a story may be presented to him. A great work will be effected if Sir Alfred Milner succeeds in showing Mr. Kruger that his fears are unfounded, and that the best Transvaal is mutual trust between the two countries.

## Tod Sloan Versus Sam Loates.

## A SENSATIONAL MATCH.

"The favourite led the distance, when Rowanberry challenged, and, in a fine finish, upset the odds by a neck." That is the cold-blooded way in which one of the finest races for many a long day is described in the ordinary course of things. It would, however, be a crying shame if the exciting event at Gatwick on Saturday were again dismissed in so summary a fashion. One cannot but be conscious of exaggerating when asserting that the contest was worth travelling the length of England to witness. Every sportsman is aware of the terms and conditions of the match. How it came to be arranged has not as yet transpired, but it requires no great effort of the imagination to conjure up a warm discussion as to the relative merits of two jockeys—Tod Sloan and Sam Loates—followed by a challenge that was promptly accepted. Whether or not that was the genesis of the whole affair, it remains that Rowanberry, owned by Pickering, the Newmarket trainer, and with Sam Loates in the saddle, was matched for £100 against Shepperton, belonging to Mr. Dwyer, the American sportsman, with Sloan up. Two years older than Shepperton, Rowanberry was conceding eleven pounds.

Both horses are very, very moderate. Nevertheless, an extraordinary was the interest taken in the affair that the attendance at Gatwick on Saturday exceeded all previous records. The afternoon's programme contained a race the prize for winning which was £1,000; the match was for but a tenth part of that amount, yet the latter completely overshadowed the former. It was thus a most successful sporting event, and it will be indeed satisfactory if it leads to a revival of these duels which in the earlier part of the century were so popular a feature of racing. To this day the memory of the great contest between the Flying Dutchman and Voltaire for £1,000 a race, which took place on Knavesmire at the York Spring Meeting forty-eight years ago, is treasured by all who witnessed it, and it occupies a very prominent place in the history of the turf. Compared with that gigantic tussle, in which, after a tremendous race, the Dutchman effectually wiped out the defeat he suffered the previous year in the race for the Doncaster Cup, the match on Saturday was, of course, at the best an insignificant affair.

In the wagering that did take place, odds were laid on Shepperton. At one time the fielders offered to take 6 to 4, while here and there a bookmaker asked for 7 to 4. Presently, however, the supporters of the American jockey were able to get on better terms, and eventually they were on a par. Sloan lay 6 to 5. It is understood that Sloan regards Sam Loates as the best of our jockeys, and it may, therefore, be assumed that he was not too confident of the issue when he went to the starting post. It was to be a trial of skill, and it was pretty certain that the winner would cover himself with no little glory. On the hands were crowded when the flag fell, Sloan was the first to slip, and quickly held a lead of a couple of lengths. This he maintained until half the distance (four furlongs) had been covered. Then Loates induced Rowanberry to put on a spurt, and in a twinkling he was alongside his American rival. The moment the pair were seen head and head the onlookers became thrilled with interest. The two horses put on all steam. A loud cheer was raised as Rowanberry took a slight lead. On, on they came. The spectators almost held their breath as the race drew to a close. Just inside the distance Sloan made a supreme effort and managed to extinguish the lead of a few inches that his antagonist had established. The friends and followers of the American jockey immediately responded with the shout, "Tod wins! Tod wins!" But Tod had under him a horse that had done all it possibly could. Not another inch could he gain. Rowanberry, on the other hand, had not yet expended the last ounce, and responding to a last call from Sam Loates, secured a slight lead. As the two horses flashed past the ring, every one realized that the English jockey had triumphed, and though Tod Sloan bravely persevered to the bitter end, he had to submit to a defeat by a neck.

The scene now witnessed almost baffles description. There has been nothing like it on a racecourse for a long time. Directly the verdict was beyond all doubt the crowd gave vent to their pent-up excitement by cheering and cheering and cheering again and again.

Divorce.

Mr. Justice Barnes had before him on 17th ult. the case of Brook v. Brooke and Hoare, otherwise Brooke. This was the petition of Mr. Charles Albert Bannerman Brooke, son of a Captain Brooke, for a dissolution of his marriage on the ground of his wife's misconduct. There was no defence. Mr. Justice Barnes had before him on 17th ult. the case of Brook v. Brooke and Hoare, otherwise Brooke. This was the petition of Mr. Charles Albert Bannerman Brooke, son of a Captain Brooke, for a dissolution of his marriage on the ground of his wife's misconduct. There was no defence. Mr. Justice Barnes had before him on 17th ult. the case of Brook v. Brooke and Hoare, otherwise Brooke. This was the petition of Mr. Charles Albert Bannerman Brooke, son of a Captain Brooke, for a dissolution of his marriage on the ground of his wife's misconduct. There was no defence. Mr. Justice Barnes had before him on 17th ult. the case of Brook v. Brooke and Hoare, otherwise Brooke. 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